

The

# GLIDER EXPRESS



PCR-CA-334

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*The Glider Express* is a unit publication, created for the members and supporters of the John J. Montgomery Memorial Cadet Squadron. It is published privately and is in no way connected to the Department of the Air Force or the Civil Air Patrol Corporation. Opinions expressed by the writers are their own and are not to be considered official expressions of the Civil Air Patrol.

**ARTICLES!** If you have an interesting "tidbit" to share, e-mail it to Squadron 36 at:

[jsena@mindspring.com](mailto:jsena@mindspring.com)

or type your notes and send them to:

***The Glider Express***  
**2975 Silverland Dr**  
**San Jose CA 95135-2023**

**INTO THE BLUE AND BEYOND**

C/A1C Michael Campos  
Bravo Flight Member

This summer, Squadron 36 will be saying goodbye to two outstanding cadets as they graduate with the class of 2006 and head off to college to prepare for careers in the Air Force.

Cadet Reese Williams will be leaving this summer for basic cadet training at the Air Force Academy; something that he has dreamed of doing since he was young. He plans to major in Aeronautical Engineering, while becoming part of the academy's flying team. After graduating, he hopes to attend pilot school and maybe even become a fighter pilot, and later an astronaut, or an aeronautical engineer. Cadet Williams owes CAP a great amount of appreciation for giving him the confidence and preparation for the AFA and he hopes to come back to become a senior member.

Cadet David Patrick will also be leaving this summer for college at Virginia Tech and for their



*Visions of the future for Cadet Williams.*



*Cadet Patrick – A new Virginia Techie*

Corps of Cadets. Cadet Patrick has received a scholarship to attend that college and plans on majoring in Industrial Engineering. Currently he is unsure of what he plans to do in Virginia Tech and later in the Air Force but he will have a better understanding of what his goal is after some time spent out there. He currently has no plans made for the future but he trusts that life will take him in the right path.

These cadets were outstanding cadets at the squadron who always did what they could to contribute to their community, state, and nation. It is sad, but great, to see these cadets leave for a higher calling in the service of their country. Life could not get any better for either one of them. Good luck to Cadets Reese Williams and David Patrick as they head up and into the Blue and Beyond. 🇺🇸



**New Process in Logistics** - It has come to my attention that something must be done about figuring how much an item costs when you want to purchase something for your uniform. The old process just isn't working. It takes too long and proper doesn't know what is going on. So, as of 12 June 2006 a new process will be in place. I have created a Logistics form which will be used when you want to buy something for your uniform. It will be kept outside the commander's door in a rack marked Logistics form. The form has all the items that could be carried in our supply cabinet. The price of the item is listed next to the item. The process will be to take a form, select the items you wish to purchase and enter how many of each you want to buy. After filling out the form, find the supply officer, who will fill the order, initial what you receive and then give you the items and form back. You then go to the finance officer and pay for what you have received. With this new process, finance has a record of what's going in and out of supply. This will help us to reconcile what has been spent for uniform items. – Lt Col Jim Sena, Logistics Officer 🇺🇸

**JOHN J. MONTGOMERY  
MEMORIAL  
CADET SQUADRON 36**

2490 Cunningham Avenue  
San Jose CA 95148-1003  
(408) 258-2720

Meetings every Tuesday  
7:00 p.m. – 9:30 p.m.

**On the Web:**

<http://sq36.cawg.cap.gov>



**Organization**

*Commander*

Maj Mike “Monty” Montgomery

*Deputy Commander*

Capt Michael A. Hodges

*Administration & Personnel*

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*Aerospace Education Officer*

1st Lt J. Kenneth Palmer

*Moral Leadership Officer*

Chaplain (Capt) David J. Prado II

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2d Lt Joanna Lee

2d Lt Lance J. Scott

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*Safety Officer*

Capt Michael A. Hodges

*Testing Officer*

Maj Johanna J. Montgomery

*Assistant Testing Officer*

SM Marici P. Reid



(Airmen Training School ... continued from page 2)

After breakfast, the cadets showered, changed into their BDUs, and stowed their gear in a conference room. They then spent the large part of the day at the Airmen Leadership School on base. The school itself is a kind of community college. Here they had a total of six drill labs as well as classes on guide-on usage, opportunities in CAP, and leadership training. By the end of the day, most of these cadets were exhausted and some didn't even want to shower, but were told to do so anyway.

The next morning at half past five, the cadets were woken up and the routine started all over again. This day, however, they had moral leadership in the morning, a few classes similar to those mentioned above, and their graduation.

For the graduation ceremony, the all participants received certificates of participation and a few received special certificates. 🇺🇸



## A IS FOR ATTACK, B IS FOR BOMBARDMENT

C/A1C Kenny Needham



World War II was a definitive moment in history for aircraft. For both the military and commercial industry it was the heyday of aircraft production. Before the start of the war, the U.S. Army Air Corps had only a few hundred air planes. By the end of the war, it was the largest Air Force ever assembled with nearly 80,000 airplanes. Aircraft production and technology improved at dramatic rates as America set the world pace for military and civil aviation. More than 100 types of aircraft were used by the Army Air Force (AAF) during World War II.

During World War II military airplanes consisted of a single wing aluminum airframe, one to four engines and equipment for navigation, armament, communications and crew accommodations. Major advancements in propulsion or engine technology were made during the war and were major sources of competition between aircraft contractors. Throughout the war, improvements were made to extend the range and increase speed and altitude limits for most aircraft. Engines achieved greater performance and efficiency.

When originally developed, designations for planes were used much the same as they are today with a few exceptions. For example, F is the designator for a modern day fighter aircraft but in World War II, F meant a photographic plane used for reconnaissance. During World War II, these designators were used: A for attack, B for Bombardment, C for Cargo, L for Liaison, P for Pursuit and T for Training. The letter indicated the function of the plane. The following number indicated sequence within a type as in P-51. If there was a letter after the number it indicated an improved model type such as B-17E.

During World War II, the primary mission of attack aircraft was to support ground forces in battle and aircraft were designed with this in mind. The attack aircraft provided support and operated primarily at low altitudes.

Also considered a light bomber, the attack planes were known for their high speed, maneuverability and weapons. They carried both machine guns and bombs. The A-20, A-24 and A-26 were the attack aircraft most used by the AAF during the war. 🇺🇸

B-24 Final Assembly, Willow Run Plant, ca. 1944

During World War II, almost 8,700 B-24 "Liberator" bombers were built at Willow Run.



## AIR FORCE MOVIE MAKERS

Taking part in a Hollywood film is not the usual task for Osprey crews, but that is precisely what happened for a few lucky Osprey crews on May 26, 2006.

The Ospreys and their crews are taking part in the filming of the movie, "Transformers."



Ospreys in flight

Two Air Force CV-22 Ospreys prepare to land at Holloman Air Force Base, N.M. These Osprey are two of only three in the Air Force inventory.



An Air Force CV-22 Osprey takes off from Holloman Air Force Base, N.M. during filming.



A crewmember of an Air Force CV-22 Osprey prepares to land at Holloman Air Force Base, N.M.

(U.S. Air Force photos/Airman 1st Class Russell Scalf)

**WELCOME 36ERS****NEW FACES AT  
SQUADRON 36****CADET BRANDON D. SMITH****AIR FORCE SPACE COMMAND  
FAMILIARIZATION COURSE**

The Air Force Space Command Familiarization Course, held at Vandenberg AFB July 9-15, has openings which must be filled or the activity will be cancelled.

Any cadets (15 or older and have been to Encampment) interested in coming can email their CAP- Form 31 to Colonel Don Karle at National (DKARLE@capnhq.gov) or fax (334-953-6891

The cost is \$150.00 and is paid on line after your acceptance, on the NHQ web site.

Make sure you use the CAPF-31 and not the California version.

After you email or fax the form to Colonel Karle, please email or fax to aupton@cawg.cap.gov (805) 682-9660

Then mail the original with cadets, parents, and Sqdn CC signatures to:

Lt Col Tony Upton  
ATTN: AFSPCFC  
1239 Bel Air Drive  
Santa Barbara, CA 93105-4639

**EMOTIONAL INTELLIGENCE – IT'S NOT BOOK SMARTS**

By Major Mike "Monty" Montgomery  
Commander



This month's commander's column focuses upon an aspect of intelligence that we may neglect throughout our training: an aspect of intelligence that the schools don't teach and work rarely emphasizes. I'm referring to emotional intelligence.

What is he saying? Intelligence isn't simply our knowing how to spell "encyclopedia?"

All of us who spent one hour or more in a classroom know about the other aspect of intelligence that we can measure with IQ tests (e.g., "2 + 2 = 4," etc.) Fewer of us can raise our hands and say, "my school taught me how to interact with people and not come off as a complete malcontent" or worse. Given that Civil Air Patrol is an environment in which we each receive chances to improve ourselves – whether we are 15 or 50 – it's fitting to consider the root of many people's issues in CAP: ineffective communication and the role emotional intelligence plays in fostering ineffective communication.

Emotional intelligence is a person's ability to recognize which feelings are appropriate in which situations and the ability to communicate those feelings effectively. Mind over matter! According to some of America's smartest minds, people who have high emotional intelligence quotients (EQs) are more likely than people with lower EQs to create satisfying relationships, to be comfortable with themselves, and to succeed in careers that involve working with others.

Wow, all of those things are what CAP is all about!

From where does this Emotional intelligence concept derive? There are several things that substantiate our individual emotional intelligence:

- Dealing with emotions without being overcome by them (anger, etc.)
- Not letting setbacks and disappointments derail us
- Controlling how we are being perceived by others
- Being able to understand how others feel without their spelling it out
- Having a strong yet realistic sense of optimism

These are hard things to master, especially when we live in a rush-rush society such as that in Silicon Valley. Nevertheless, when we look back at any aspect of our lives, we obviously remember what we have accomplished...but we put a lot more stock on how we felt at the time and the people that joined us along the path to achieving something. For example, I still remember my fights and friendships in Kindergarten, but I seldom remember my Kindergarten teacher choosing me as the line leader whenever we'd go to lunch. I also remember earning my Eagle Scout award but I have many more vivid memories about the people that helped me get to that point in my life. I can talk for hours about my experiences verses the brief two-hour ceremony when I physically received my Eagle Scout rank.

The next time you find yourself within a challenging CAP situation, pause – no matter how old or young you may be – and ask yourself if your unchecked reactions are impacting your responses or rather, if your responses are based upon the training you've been learning. When a cadet fidgets at the position of attention, do you haul off and verbally attack the person outright or rather, the person's behavior? If you don't get promoted as fast as you think you should, do you resign yourself to the apathetic "why bother" resolve? Do you stop and try to see a disagreement from the point of view of the person with whom you are disagreeing? Choose any negative situation in your own CAP existence and ask yourself, "did I really apply emotional intelligence or rather, did I lose control of myself?"

These are heavy things and many of which people might say, "well that sounds like 'foo-foo' guidance." Nevertheless, it is part of our common culture to work hard and strive to improve; the day we stop improving is the day we might as well toss in the towel. Actively strive to make a part of your every action center upon the goal you wish to convey.

(continued on page 5)



at y... have the ability to control

GO

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ed... be...  
nir... uly...  
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ne... fr...  
ne... be...  
ki... n...

by

... l... for... Squad...  
... n... College...  
... t... could also...

og... look for...  
to... n and...  
... l...



## SCHEDULE

## June 2006

**NOTE:** Unless otherwise indicated, all meetings and activities will begin and end at Squadron 36's regular meeting location.

**NOTE: ITEMS IN RED FACTOR INTO CADETS' ATTENDANCE RECORDS.**

**NOTE: ITEMS IN BLUE ARE FOR SENIOR MEMBERS ONLY.**

June 13, 2006

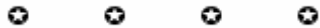
Start Class and Middle Class: ES - all cadets. End Class: Flight Sims, all cadets. Service Uniform or CAP equivalent.

June 17, 2006

Activity: Memorial Service for Lt Col Don Towse, CAP. 10:00 a.m. at RHV. Attire: AF-style Service Dress or highest combination of AF-style uniform owned - Blazer Combination or highest CAP corporate style uniform owned for seniors (if not able to wear AF-style uniforms.) **NOTE: CADET ATTENDANCE WILL BE RECORDED FOR THIS SQUADRON ACTIVITY, PER SQUADRON POLICY.**

June 20, 2006

Start Class: Upper body PT, all cadets. Middle Class and End Class: AE models class, all cadets. BDU or CAP equivalent.



*The "Who's Who" of the USAF and CAP are here, along with their biographies!*

<http://sq36.cawg.cap.gov/keyfigures.html>



*Squadron 36 congratulates the following members for accomplishments since our last newsletter!*



Kenny V. Needham  
C/A1C



Armstrong Achievement Award  
Cadet Chenny Zhang

**A BIG CONGRATULATIONS**  
**FOR ALL OUR HIGH SCHOOL**  
**GRADS TOO!**

## RESCUERS GO TO THE DOGS

by 2d Lt Bryon McGarry, USAF  
354th Fighter Wing Public Affairs

**6/9/2006 - EIELSON AIR FORCE BASE, Alaska (AFPN)** -- As Sammy sat atop Eagle Summit in February, stranded due to a snowstorm at the Yukon Quest International Sled Dog Race, he may have wondered to himself, "How did I get myself into this mess, and more importantly, how am I going to get myself out?"

Luckily, Airmen from Eielson Air Force Base answered that question for him. Members of Det. 1 of the 210th Rescue Squadron rescued Sammy and his associates from the summit, braving rough terrain and inclement weather to ensure the race participants could compete another day.



*(From left) Lt. Col. Dave Looney, Staff Sgt. Mike Sullivan and Maj. Bill Kupchin accept thanks on Thursday, June 1, 2006, from three of the 89 dogs they rescued during the Yukon Quest International Sled Dog Race in February. The dogs and six mushers were stranded at Eagle Summit during a snowstorm. Colonel Looney and Sergeant Sullivan are with the*

At an appreciation ceremony at the base June 1, Sammy thanked the aircrew that saved him with hearty handshakes and appreciative face licks.

Sammy was one of 89 dogs that were rescued by the 210th RQS that day, in addition to six mushers who also were stranded. Members of the Yukon Quest board of directors presented the 210th RQS with a shadow box in appreciation of their efforts.

"We're honored by the gesture of thanks," said Maj. Bill Kupchin, detachment commander. "It's a rare opportunity to participate in a mission like this and I'm proud to have been a part of it."

The 210th's rescue efforts were bolstered by support from rescue specialists from the Alaska Air National Guard's 176th Wing at Kulis ANG Base in Anchorage. Lt. Col. Dave Looney, 176th Wing flight safety officer and pilot of the HH-60 Pave Hawk that made the rescue, said the mission is one he will never forget.

Aliy Zirkle, owner of several of the rescued dogs, thanked the aircrew for their efforts.

"The rescue was very emotional," she said. "These dogs are the heart and soul of the race and the racers, and it means the world to have them back safe."

Colonel Looney had a moment to find humor in the rescue when he turned around and found a dog standing on an instrument console staring back at him.

"We had about 25 dogs in there on one trip," he said. "We basically had to load them, close the door and then stuff them through the window. One of them apparently got fed up and wandered toward the front of the cockpit to see if he could get some breathing room."

Colonel Looney politely patted his curious visitor on the head and ushered him back to the general dog population waiting area. After toughing out waits as long as 24 hours, all 89 dogs and all six mushers returned home safely. 🐾

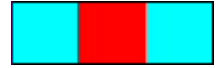
Reprinted from: <http://www.af.mil/news/story.asp?storyID=123021421>



**Correction:** The article, "Never Give Up" in the May 2006 newsletter, was written by Cadet Aaron Guerrero, not Cadet Chris Palmer. Our apologies for the error.

*RECRUITING...*

*EVERYONE'S JOB!*



*DO YOU HAVE FRIENDS  
LOOKING FOR SOMETHING TO  
DO THIS SUMMER?*

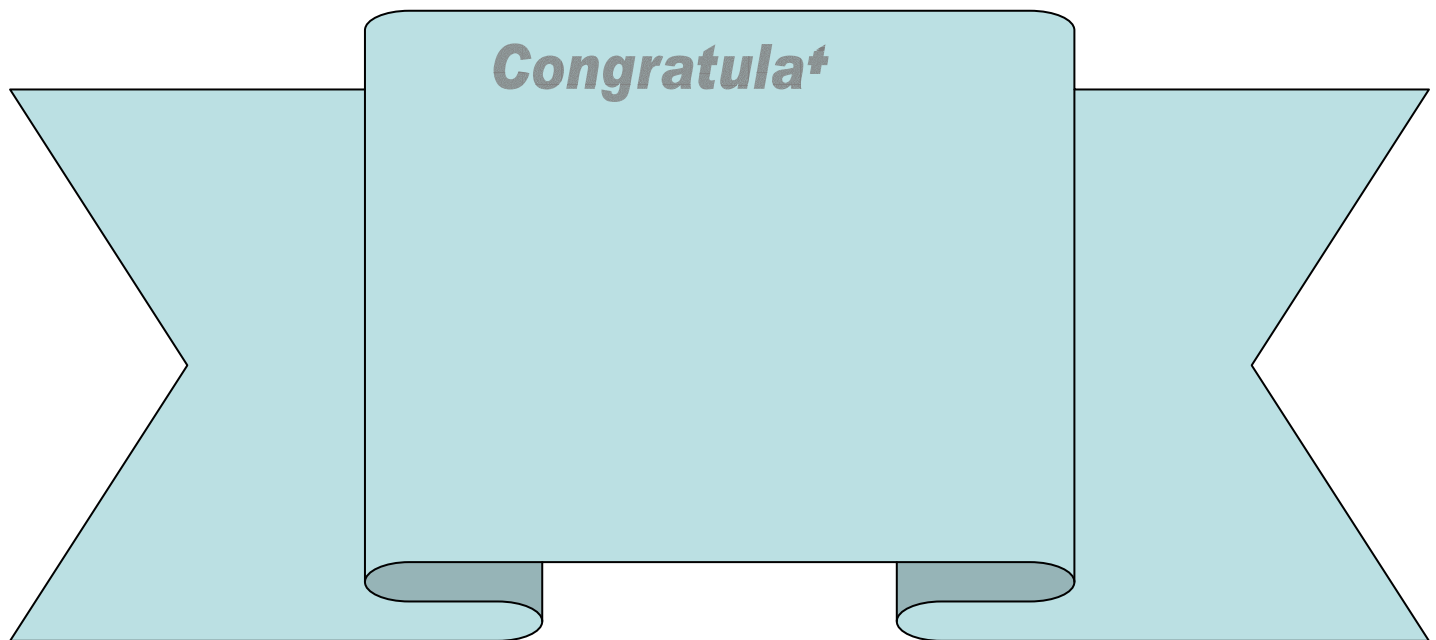
*SUMMER IS A GREAT TIME  
TO DO SOME CAP  
RECRUITING.*

*INVITE YOUR FRIENDS TO  
VISIT A MEETING AND SEE  
FOR THEMSELVES WHAT  
CAP IS ALL ABOUT.*

*CAP CAN DO MANY THINGS  
TO ENCOURAGE YOUNG  
PEOPLE TO JOIN, BUT THE  
BEST WAY TO GET NEW  
MEMBERS IS FOR CURRENT  
MEMBERS TO INVITE THEIR  
FRIENDS.*

*YOU ARE CAP'S BEST  
RECRUITMENT TOOL!*

*INVITE YOUR FRIENDS TO  
SHARE IN THE CAP  
ADVENTURE.*



***The Glider Express***

c/o John J. Montgomery Memorial Cadet Squadron 36  
2490 Cunningham Avenue  
San Jose CA 95148-1003

**For Parents and Families**